

## DENY MYSTERY IN RAMPOLLA'S DEATH

Vatican Declares Emphatically  
That His Body Won't  
Be Exhumed.

### WILL BOX IS NOT FOUND

It Was a Jewel Case Which Was  
Recovered—Search  
Continues.

Rome, Dec. 27.—The late Earl of Crawford's collection of British stamps was sold to-day for \$80,000. The purchasers are Edward Healey & Co. of London.

The sale of the British stamps from this philatelic collection leaves in the possession of the Crawford family only the American stamps collected by the late Earl. All his other stamps were sold in 1912. They included some of the rarest specimens extant and filled sixty volumes. The price paid for them was not made public.

The late Earl of Crawford, who died in February last, was elected president of the Philatelic Society of England on the accession to the throne of King George, who is an enthusiastic philatelist and was president of the society for many years. It was announced at the time that the Earl of Crawford's collection was second only to that of the King, who has been collecting since his boyhood.

Among the rare stamps of this country in the collection which apparently has not yet been disposed of are the provisional issues by postmasters between the years 1845 and 1847, prior to the earliest general issues by the American Government. One of the stamps is the very rare 20 cent St. Louis specimen, with a picture of two bears. This stamp is valued at \$1,500. Another rarity is the Annapolis five-cent envelope stamp of 1846, the value of which is estimated also at \$1,500.

This collection was shown by the owner to New York philatelists when he made one of his frequent visits to this port in 1905 aboard the yacht Valhalla, where the stamp collection was always housed. The specimens of United States stamps were valued at that time at \$100,000.

**Death From Natural Causes.**  
This physician, who was called again after he did not arrive before the death of the Cardinal, testified that death was due to natural causes and that an autopsy was unnecessary. The organs of the body were examined before it was embalmed. The Vatican insists that the cause of death has been established beyond all doubt.

An unofficial investigation has been started by the police to discover why the physician's warning was not heeded by the servant of the Cardinal.

Meanwhile a box found in the Cardinal's apartments and which was supposed to be the ebony box in which his last will was placed has been identified as a jewel case. Princess Altieri, wife of the Duke of Campobello, son of a sister of the late Cardinal, said to-day she will start no proceedings in the matter until the Duke's mother, who, she insists, was not on speaking terms with Cardinal Rampolla, attempts to enter into possession of his estate, which is valued at \$100,000.

### Princess Expected Legacy.

Cardinal Rampolla's birth certificate and other documents necessary to probate the will of 1889, in which the Duke of Campobello, who was later disinherited by his uncle, and the Cardinal's sister as beneficiaries, have been produced in court. Princess Altieri contends that Cardinal Rampolla told her on several occasions that in his later will he had provided for her two children, of whom she has been the legal guardian since her separation from the Duke of Campobello on account of the dissolute habits of the latter.

### LIEUT. EVANS COMING TO U. S.

Explorer Will Make a Lecturing  
Tour Next Spring.

London, Dec. 27.—Lieut. Evans, who was the second in command of the fatal Scott Antarctic expedition and who assumed the leadership upon the discovery of the bodies of Capt. Scott and his comrades, will sail for America on March 4 for a lecturing tour under the auspices of the Park Lyceum Bureau. Petty Officer Whithers, also a member of the expedition, will accompany him as his secretary.

The dates of the lectures have not yet been fixed, but it is almost certain that the first one will be delivered before the National Geographic Society in Washington at the society's annual dinner on March 13.

Lieut. Evans has obtained an extension of leave from the Admiralty to enable him to make a private visit to New Zealand at the conclusion of his American tour.

### TRIES TO KILL HIS RELATIVES.

German, Intoxicated, Seriously  
Wounds 8, Then Commits Suicide.

STUTTGART, Dec. 27.—Of the thirteen persons wounded at Oberstenfeld, near this city, by a laborer named Kummerlin, eight were in the hospital to-day in serious condition.

Kummerlin, whose wife left him because of his habits of drunkenness, became intoxicated and decided to kill all the members of his own and his wife's family. He succeeded in wounding thirteen persons with a revolver and a knife. He then committed suicide.

### LEGAGNEUX UP TO 20,668 FEET.

French Aviator Breaks His Own  
Record for Altitude.

PARIS, Dec. 27.—A new record for altitude in an aeroplane was established at Frejus to-day by M. Legagneux, the French aviator, who climbed to the height of 20,668 feet in a monoplane in one hour and forty minutes. He flew over the naval aerodrome.

M. Legagneux's previous record, made on September 17, 1912, was 17,875 feet. This was a world's record.

### VEDRINES FLIES OVER BEIRUT.

Incidents of Syrian Port See Their  
First Aeroplane.

BEIRUT, Syria, Dec. 27.—The inhabitants of Beirut witnessed the first aeroplane flight ever attempted over this city. Jules Vedrines, the noted French aviator, was the performer. All business was suspended while the evolutions in the air were in progress.

Vedrines, who is on an aerial trip from Paris to Cairo, set off for the latter city shortly afterward. Before his departure the Patriarch presented him with a large bouquet.

### SHOTS FIRED IN ZABERN.

Entry in Front of Empty Barracks  
Escapes—Youthful Frank.

ZABERN, Alsace, Dec. 27.—Trouble is again brewing in this town, only recently the scene of riots as the result of the serious clash between the inhabitants and the Ninety-ninth Infantry Regiment.

Two shots were fired to-day at a sentry who was stationed in front of the empty barracks, and the intended victim declares that a civilian held the revolver. An investigation of the incident is under way, but it is believed to have been merely a youthful prank.

## \$80,000 FOR STAMP ALBUM.

Earl of Crawford's British Collec-  
tion Sold in London.

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## HUERTA GETS

\$5,000,000 LOAN

Continued from First Page.

has changed its views entirely and that intervention with military and naval forces has been decided upon provisionally.

According to the reports in the Mexican newspapers President Wilson has adopted a policy the main points of which are as follows:

If intervention becomes necessary to eliminate President Huerta and all his associates from the Government of Mexico, United States troops will be sent into this country in numbers sufficient to crush all opposition.

Every effort will be made to embarrass Mexico financially, forcing the banks to ruin and advising foreign bankers that the obligations undertaken by the Huerta administration are worthless, as they will not be recognized by the United States.

United States warships will seize the ports of Mexico and the customs will be administered by United States officials.

When the aim of the Washington Government has been attained, the reports go on to say, and Gen. Huerta is thrown out of the Presidency a man will be chosen who is endorsed by Mexico and the United States, the latter informing the Governments of Europe that it does not desire to acquire any territory south of the Rio Grande.

## REBELS TO "SAVE" RAILWAYS.

They Plan to Prevent Receivership  
of the Roads.

WASHINGTON, Dec. 27.—The systemization and operation of such portions of the National Railways of Mexico as are within their control is the proposal the Constitutionalists are now considering, according to advices received here to-day.

The revolutionists profess to have nearly half of the entire mileage of the National Railways under their control in northern and eastern Mexico, and this is believed to be the fact, though much of the road has been so damaged as to be incapable of operation at present.

It has been proposed to organize into a working system the lines now in their hands, not only for the purpose of saving them from ruin but also to aid the military operations of the revolutionist forces and incidentally for revenue.

According to the plan now being considered by Gen. Carranza and his associates at the head of the Constitutional movement, a commission will be appointed to undertake the work of organizing the railroads into an operating system.

It should this be done it is the plan to send to New York a representative of the proposed railroad commission to deal with the American representatives of the National Railways of Mexico in any manner that may prove to be mutually satisfactory.

It is asserted by the Constitutionalists here that it is not the plan to borrow money against the railroad properties now in the hands of the rebels. The Carranzistas feel, however, that their possession of the physical properties would justify them in increasing such liabilities against the railroads as the purchase of new materials and supplies for reconstruction and equipment.

## Huerta's Alleged Plan.

It is said here that there is a plan on the part of President Huerta and certain of his associates to throw the National Railways into the hands of a receiver. This receiver, it is said, is to be E. N. Brown, now president of the road.

It is asserted by the Constitutionalists that this would be a most unfortunate occurrence, as the receiver to be appointed under the alleged plan would have unlimited opportunities of exercising absolute control over the system, which might result in its serious impairment. Nothing is known here of such a plan to make Brown the receiver aside from reports from anti-Huerta and Constitutional sources.

State Department officials to-day said that nothing had been received here either from consular representatives or the British Government regarding the reported expedition of British marines into British Honduras to prevent violation of the neutrality laws of that territory.

It was said at the department that Great Britain is acting wholly within its rights if such an expedition has been sent.

At the British Embassy here nothing was known of any expedition being landed.

The Japanese Government has followed the example of the Spanish Government in asking the United States to use its good offices on behalf of its subjects in the district under Villa's control.

## RAILWAYS NEED \$2,500,000.

Only Three Days Remain for Pay-  
ment of Interest on Bonds.

Only three days remain for the Mexican National Railways to arrange for the payment of the interest on its bonds, due on January 1. Directors, bankers and officers of the railway conferred yesterday regarding the plans. The amount required is about \$2,500,000.

The company officials refuse to discuss the situation, and it is believed in Wall Street that no plan has yet been arranged for paying the interest. The company's treasury is unable to meet the requirement and the directors already have asked the Huerta Administration to take care of the interest by paying up the large sums due the railroad from the Government. Thus far this appeal to Huerta has been of no avail, it is believed.

## AMERICAN SUICIDE IN PARIS.

Man's Body Found in Bois de Bou-  
logne; Name Supposedly F. Delebarck.

Special Cable Dispatch to The Sun.  
PARIS, Dec. 27.—The body of a man who is believed to be an American was found hanging from a tree in the Bois de Boulogne to-day.

Papers in one of his pockets indicated that he had been engaged in business deals in Connecticut, Pennsylvania and Louisiana. The papers bore the signature "Frank Delebarck." The police theory is that the man committed suicide because of gambling losses. The body was taken to the morgue.

## MRS. GOURAUD TO WED AGAIN?

Said to Have Announced Engage-  
ment to Prince Alexander Mikhaïlov.

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It was reported yesterday that Mrs. Jackson Gouraud of Paris, formerly Mrs. Almee Crocker of California, told friends before sailing recently that she was engaged to marry Prince Alexander Mikhaïlov of Russia. They met two months ago in Paris, where Mrs. Gouraud bought a \$150,000 residence in La Muette quarter a year ago.

Mrs. Gouraud had had three husbands. She got a divorce from Porter Ashe, a Kentucky horseman, and wed Commodore Henry M. Gilliam from whom she was also divorced. Then she married Jackson Gouraud. She has written many weird short stories.

## POLITE BURGLAR USES AUTO.

Gets Little Loot Because He's in  
Such a Hurry.

A polite burglar has been touring the Bergen neighborhood of Jersey City in an automobile, letting himself into homes with a skeleton key and then, when discovered, speeding away. Although he has visited a half dozen places he has been able to steal only a few trinkets.

The antics of the "gentleman burglar" are not the only cause of annoyance. Second story men have been active the last few days. Detectives now ride around on the milk wagons in the early morning looking for prowlers.

Housewives going out for the afternoon are being given plenty of protection against the thieves. All they have to do is to telephone to Police Headquarters and a plain clothes man is sent around. The plain clothes men sit in the front parlor or reception rooms until the housewives return.

Charles Crown of the Standard Oil Company, living at 154 Bayview avenue, was returning early yesterday morning when he was attracted to the parlor by strange noise. There he found a stranger, who told him to keep quiet and not awaken the ladies. When Crown perceived that the burglar was in the front door, he jumped into his automobile and hurried away.

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## HAT IN THIS YEAR TO COME, I and mine

shall enjoy a home as replete with comfort, happiness and social pleasure as lies within my power to make it—That of good food and raiment and creature comforts, there is little more that I can add—That of good books and fine arts and such things as add to intellectual enjoyment, we have taken as we desired. But still there is one thing needful—Music is lacking in this home of ours.

I want my family to have the joy and pleasure, the broadening culture and the inspiration that come of Music, and I am therefore Resolved—that it shall be my first duty tomorrow, or as soon as may be, to ascertain how I may make Music ever available in my home—that our home-life henceforth shall not be marred by lack of something I can so easily supply.

## The PIANO The PIANOLA The VICTROLA

To those who desire a pianoforte of conventional type, Aeolian Hall offers advantages not found in any other establishment in New York. Here is one of the largest stocks of pianos in the world. Here is an almost endless variety of styles and an easy grading of prices—you are certain of a wide selection of pianos at whatever price you wish to pay.

The famous instruments which make Aeolian Hall the "best place to buy a piano" are all made under Aeolian supervision. The power of this great organization, the skill and experience of its staff, that have developed in the magnificent Weber, the most perfect piano tone in the world, have made each of the pianos at Aeolian Hall the greatest instruments at their respective prices. These pianos are—

The Weber, Grand and Upright  
The Steck, Grand and Upright  
The Wheelock, Upright only  
The Stuyvesant, Upright only  
The Stroud, Upright only  
The Stroud, Upright only

Prices from \$300 upwards  
Prices from \$550 upwards  
Prices from \$15

Any instrument displayed at Aeolian Hall may be purchased on convenient payments. No reliable piano house in New York offers more favorable terms than The Aeolian Company

## THE AEOLIAN COMPANY

AEOLIAN HALL 29-33 W. 42d St., Bet. 5th & 6th Aves.

More Data Asked To Aid Rate Ruling

Railroads Seeking to Increase Freight Charges Ordered to Give Details.

STRESS ON FINANCING

Economy, Interlocking Boards and Contracts Other Features of Inquiry.

WASHINGTON, Dec. 27.—Railroads of the United States seeking authority to increase their freight rates on an average of five per cent are requested in an order issued to-day by the Interstate Commerce Commission to submit detailed information concerning their financial operations.

An inquiry into the rate case was begun several weeks ago and the railroad told their side. The shippers who are fighting the proposed increase are yet to be heard. The commission has gone over the evidence submitted by the railroads and has asked for supplemental data.

The commission's order issued to-day does not foreshadow delay in the proposed rate increase. It is a preliminary step in the process of determining the propriety of a decision in the application for authority to increase railroad freight rates. It indicates that the commission does not intend to decide the case merely on the ex parte statements of railroad managers.

The new information sought by the commission covers these questions: Revenue derived from the transportation of different commodities and the

practice of the railroads in granting to shippers special rates on goods in connection with transportation service.

Economy in methods of purchasing equipment, materials and supplies; their uses and practices in connection with various transportation operations.

Financial history and transactions of carriers.

Conflicting interests, particularly the financial interests of directors, officers and employees in the business transactions to which the carriers are also parties.

Contracts made between the carriers and sleeping car and porter companies and the results of such contracts.

Also general information not embraced in circulars heretofore issued by the commission. The commission announced that on January 7 hearings will be begun to settle all points in controversy.

Must Answer by January 31.

Seventy-nine questions bearing on rates are submitted to the railroads by the commission. They must be answered by January 31. "Elaborate and helpful contributions from the carriers' accounts have been submitted by the railroads with a view to assisting the commission in its investigation and lessened net income," said the commission in an announcement explaining its inquiry. "These statements do not furnish fully the data deemed by the commission to be necessary to determine the general course to be pursued. The carriers are therefore further ordered and directed to furnish the commission at the earliest date possible the information called for and to verify such information under the oath of the officer under whose direction and supervision the returns are made."

The commission explains some of the various groups of questions that are asked as follows:

"Questions regarding revenues and the conservation thereof are designed to secure data concerning the possibility of increasing revenues otherwise than through a general increase of freight rates. The questions relate in part to the terminal allowances made by railroads, particularly to the larger industries, and to the free service, the legality or propriety of which has been from time to time questioned.

These services and allowances include allowances to terminal railways owned by industries, free switching, lightering, loading and unloading freight, free warehousing, reconditioning, especially favorable rates and special train service, billing in transit privilege.

"Questions relative to economy are designed to secure data concerning the possibility of increasing the net revenues through economies in operations. These include possible savings in the purchase of materials and supplies through standardization and otherwise; also possible savings in the use of materials and supplies and particularly in the consumption of coal.

"There are also questions designed to secure further information as to the cause of increased operating costs and means of avoiding them. Certain of the questions are designed to secure data with a view of determining to what extent and under what circumstances the increase in the size and weight of equipment results in economy and greater net operating income.

Questions as to Capital.

"The group of questions under 'Financial' is designed principally to secure data concerning the character of the capital expenditures made by railroad corporations.

"The companies are requested to show to what extent stock and bond issues have been applied to purposes other than the development of the railroad properties. In other words, it is desired to determine what part of the capitalization of the railroads represents the purchase of bonds and stocks in industrial or mining corporations or in other railroad companies, and to what extent the railroads might secure new capital for improvement and development by disposing of the bonds and stocks of other corporations so held.

"Under the group 'Conflicting Interests,' it is designed to secure data to determine the extent to which the directors and officials of railroads have financial interests in the transactions of the carriers. It is desired to determine to what extent conflicting and intertwining interests commonly described as 'interlocking directorates' prevail, and what influence, if any, this practice has had in increasing railroad costs.

"It is also proposed to inquire to what extent, if any, diminishing net revenues of railroads may be attributable to inadequate passenger rates in view of large expenditures relating specifically to passenger service."

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THE KIMBERLY CO., One East 40th St.